

In view of the foregoing, favorable consideration of this amendment is felt to be in order and the same is hereby respectfully requested.

Respectfully submitted,

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A handwritten signature in black ink, appearing to read "Bradley D. Lytle".

BRADLEY D. LYTLE
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IN THE SPECIFICATION

Page 2, lines 18-20:

- and figure 4 shows a section through a group of manifolds near their end, and a means of support on the ring[.].

Page 2, after line 20, please add a fifth bulleted item:

- and Figure 5 shows an alternative embodiment of a distributor.

Page 3, lines 8 through page 4, lines 1-8:

As can also be seen on figure 2, each of the manifolds 3 is composed of a left half-shell 7 and a right half-shell 8, each of them being assembled to one of the half-shells. More precisely, the half-shells 7 and 8 of the two types each comprise an end plate 9 that is approximately flat and a rim 10 formed around the end plate 9, the rims 10 of the complementary pairs of half-shells 7 and 8 being along the same line and attached to form a single manifold. The half-shells 7 and 8 may be made by a simple stamping operation and the connections between the rims 10 may be made by welding. This manufacturing method is extremely simple and avoids the need to machine tubes to put them to the required shapes and dimensions, which would probably be much more painstaking. Furthermore, all left half-shells 7 can usually be made using the same tool as the right half-shells 8 that are symmetric to the left half-shells about the joint plane. This overall similarity does not mean that there are not some differences in details. For example, the half-shells 7 and 8 could be made with the different widths of rims 10, for example to give priority to ventilation through the widest manifolds 3. One application example of this process is shown in figure [2]5, in which three manifolds 3 ventilate two ribs 11, the central manifold being placed between the two ribs 11 and ventilating both of them, which justifies why its width is doubled. The blower openings

12 through which air escapes from the manifolds 3 are made before or after stamping the half-shells 7 and 8, only leaving out the end half-shells that are not located in front of any of the ribs 11.